What is claimed is:

1. A method for monitoring the blind spot (W1, W2) at the side of a motor vehicle (F1), a warning function giving out a warning to the driver if an object (F2) is located in a warning region (W1, W2), characterized by the following steps:
a) determining the relative speed v_{rel} between the object (F2) and the motor vehicle (F1), determining the travel direction (FR) of the object (F2) relative to the motor vehicle (F1), and determining the position (P) of the object relative to the motor vehicle (F1),
b) giving out a warning to the driver if the travel direction (FR) of the object (F2) corresponds to that of the motor vehicle (F1), the relative speed v_{rel} between the object (F2) and the motor vehicle (F1) lies within a predetermined range, defined by a lower range boundary (v_u) and an upper range boundary (v_o), the predetermined range including the value zero, and
the position (P) of the object (F2) lying within the warning region (W1, W2).

2. The method as recited in Claim 1, wherein a warning is generated at relative speeds (v_{rel}) greater than the positive upper range boundary (v_o).

3. The method as recited in one of the preceding claims, wherein the range boundaries (v_u, v_o) are a function of the initial speed (V_{F1}) of the motor vehicle (F1).

4. The method as recited in one of the preceding claims, wherein the warning function is independent of the direction of entry of the object (F2) into the blind spot (W1, W2), and the direction of exit of the object (F2) from the blind spot (W1, W2).

5. The method as recited in one of the preceding claims, wherein the warning function is independent of the background of the object (F2) that enters the blind spot (W1, W2), and is independent of standing objects (F3), of their alignment and their background.

6. The method as recited in one of the preceding claims, wherein driving situations are classified, each classified driving situation having the information as to whether the warning function will be activated or not if an object (F2) enters the warning region (W1, W2), and the method has the additional steps:
determining the current driving situation of the motor vehicle (F1) and the object (F2),
ascertaining that classified driving situation which corresponds to the current driving situation,
activating the warning function corresponding to the ascertained classified driving situation.

7. The method as recited in Claim 6, wherein the classification takes into account two additional lanes (S2, S3) laterally to the lane (S1) of the motor vehicle (F1).

8. The method as recited in one of the preceding claims, wherein the evaluation as to whether a warning function shall be triggered in response to the entry of an object into the warning region (W1, W2) of the motor vehicle (F1) is carried out on both sides of the motor vehicle (F1).

9. The method as recited in one of the preceding claims, wherein an angle (α) is recorded or calculated as an input variable for the warning function in the travel

plane of the motor vehicle (F1), which essentially comes about from the travel direction (FR) of the motor vehicle (F1) and the straight line (G) that spans a sensor apparatus for monitoring a warning region (W1, W2) and the monitored object (F2).

10. A device for carrying out the method as recited in one of the preceding claims, comprising a sensor device for monitoring a warning region (W1, W2), the sensor device defining a sensor region that includes the warning region, and the sensor device determining the travel direction of an object (F2) relative to a motor vehicle (F1), the relative speed (v_{rel}) between the object (F2) and the motor vehicle (F1), and the position of the object (F2) relative to the motor vehicle (F1), a control unit for evaluating the ascertained data, and a warning system for giving out a warning signal to the driver of the motor vehicle (F1) as a function of the evaluation of the data.

11. The device as recited in Claim 10, wherein the control device has a memory (SP) for storing classified travel conditions and a comparator for comparing a current travel condition, ascertained by the control unit from the data of the sensor device, to the classified driving conditions.

12. The device as recited in Claim 10 or 11, wherein the sensor device is situated in a side mirror, the rear bumper, an outer mirror or a rear light of the motor vehicle.